1-15. (CANCELED)

16. (CURRENTLY AMENDED) A hydrodynamic converter for the drive train of a motor vehicle comprising:

a pump (2);

a turbine (3) connected to the transmission input shaft (4);

a stator (5);

a primary clutch (PK) which connects the drive (6) detachably to the pump ~~(pump impeller)~~ (2); and

a converter bridging clutch (WK) which connects the drive (6) detachably to the transmission input shaft (4), wherein the primary clutch (PK) and the converter bridging clutch (WK) can be activated by a common piston (8) via a common oil supply (9).

17. (PREVIOUSLY PRESENTED) The hydrodynamic converter according to claim 16, wherein the common piston (8) is arranged so that on one side it is acted upon by the internal pressure of the converter and on the other side by the pressure built up in the piston space (12), so that depending on the ratio between the converter's internal pressure and the pressure in the piston space, the piston (8) can be moved in a particular direction, and depending on the said direction, in each case a clutch (PK, WK) can be actuated.

18. (PREVIOUSLY PRESENTED) The hydrodynamic converter according to claim 16, wherein the primary clutch (PK) and the converter bridging clutch (WK) are arranged on the same side of the converter.

19. (PREVIOUSLY PRESENTED) The hydrodynamic converter according to claim 16, wherein the primary clutch (PK) and the converter bridging clutch (WK) are arranged on the engine side.

20. (PREVIOUSLY PRESENTED) The hydrodynamic converter according to claim 16, wherein the primary clutch (PK) and the converter bridging clutch (WK) are positioned approximately one above the other or one next to the other.

21. (PREVIOUSLY PRESENTED) The hydrodynamic converter according to claim 16, wherein the converter bridging clutch (WK) can be closed by the action of pressure and the primary clutch (PK) can be closed by the spring force of a spring (11) and can be opened by the action of pressure.

22. (CURRENTLY AMENDED) The hydrodynamic converter according to claim 16, wherein the converter bridging clutch (WK) is closed by operation of the common piston (8) when a pressure in a piston space (12) exceeds an internal pressure of the converter and the primary clutch (PK) is closed by operation of the common piston (8) when the internal pressure of the converter exceeds the pressure in the piston space (12) ~~and the primary clutch (PK) can be closed by the action of pressure~~.

23. (PREVIOUSLY PRESENTED) The hydrodynamic converter according to claim 16, wherein the pump (2) is connected to the outer disk carrier of the primary clutch (PK), the inner disk carrier of the primary clutch (PK) is connected to a web (10) connected to the drive (6), the turbine (3) is connected to the inner disk carrier of the converter bridging clutch (WK) and the drive (6) is connected to the outer disk carrier of the converter bridging clutch (WK) via the web (10).

24. (PREVIOUSLY PRESENTED) The hydrodynamic converter according to claim 16, wherein the pump (2) is connected to the inner disk carrier of the primary clutch (PK), the outer disk carrier of the primary clutch (PK) is connected to the drive (6), the turbine (3) is connected to the outer disk carrier of the converter bridging clutch (WK) and the drive (6) is connected to the inner disk carrier of the converter bridging clutch (WK) via a bolted-on disk (13).

25. (CURRENTLY AMENDED) The hydrodynamic converter according to claim 16, wherein the pump (2) is connected to the inner disk carrier of the primary clutch (PK), the outer disk carrier of the primary clutch (PK) is connected with the drive (6) via [[the]] a converter shell, the turbine (3) is connected to the inner disk carrier of the converter bridging clutch (WK) and the drive (6) is connected to the outer disk carrier of the converter bridging clutch (WK) via a web (14).

26. (PREVIOUSLY PRESENTED) The hydrodynamic converter according to claim 22, wherein the pump (2) is connected to the outer disk carrier of the primary clutch (PK), the inner disk carrier of the primary clutch (PK) is connected to the drive (6), the turbine (3) is connected to the outer disk carrier of the converter bridging clutch (WK), and the drive (6) is connected to the inner disk carrier of the converter bridging clutch (WK) via a bolted-on disk (13).

27. (CURRENTLY AMENDED) The hydrodynamic converter according to claim 16, wherein to control the clutches (PK) and (WK) ~~a common valve unit~~ the common oil supply (9) is provided, which delivers or regulates a pressure between

0 bar and [[the]] a system pressure, such that in the pressure range 0 bar to [[the]] a converter pressure the transmission ability of the primary clutch (PK) can be controlled or regulated, while the pressure range between the converter pressure and the system pressure the transmission ability of the converter bridging clutch (WK) can be controlled or regulated.

28. (CURRENTLY AMENDED) A method for at least one of controlling and regulating a primary clutch and a converter bridging clutch of a hydrodynamic converter, in particular a hydrodynamic converter for a drive train of a motor vehicle the hydrodynamic converter comprising: a pump (2); a turbine (3) that is connected to a transmission input shaft (4); a stator (5); a primary clutch (PK) which connects a drive (6) detachably to the pump ~~(pump impeller)~~ (2); and a converter bridging clutch (WK) which connects the drive (6) detachably to the transmission input shaft (4), wherein the primary clutch (PK) and the converter bridging clutch (WK) can be activated by a common piston (8) via a common oil supply (9), the converter bridging clutch (WK) can be closed by action of pressure and the primary clutch (PK) can be closed by spring force of a spring (11) and can be opened by action of pressure, the method comprising the steps of:

one of delivering or regulating by means of ~~a valve unit~~ the common oil supply, a pressure between zero bar and [[the]] a system pressure, ~~such that~~ in a pressure range 0 bar to a converter pressure such that the transmission ability of the primary clutch (PK) can be one of controlled or regulated; and

one of controlling or regulating the transmission ability of the converter bridging clutch (WK) in the pressure range between the converter pressure and the system pressure.

29. (PREVIOUSLY PRESENTED) The method according to claim 28, wherein when the primary clutch (PK) is made as a "negative" clutch and the converter bridging clutch (WK) is made as a "positive" clutch, when the converter's internal pressure is exceeded in a piston space (12) the converter bridging clutch is closed, while the primary clutch remains closed, and when the pressure falls below the converter's internal pressure, the common piston (8) is pressed against the force of the spring (11) and the primary clutch (PK) opens, while the converter bridging clutch (WK) is open, and when the pressure in the piston space (12) is about equal to the converter's internal

pressure, the converter bridging clutch (WK) is open and the primary clutch (PK) is closed.

30. (CURRENTLY AMENDED) The method according to claim 28, wherein ~~when the primary clutch (PK) is made as a "positive" clutch and the converter bridging clutch (WK) is made as a "positive" clutch,~~

the pump (2) is connected to the outer disk carrier of the primary clutch (PK), the inner disk carrier of the primary clutch (PK) is connected to the drive (6), the turbine (3) is connected to the outer disk carrier of the converter bridging clutch (WK), and the drive (6) is connected to the inner disk carrier of the converter bridging clutch (WK) via a bolted-on disk (13), so that

when pressure in the piston space (12) exceeds the converter's internal pressure the converter bridging clutch (WK) is closed while the primary clutch remains open, and when the pressure in the piston space (12) falls below the converter's internal pressure the primary clutch closes while the converter bridging clutch (WK) is open~~, and when the pressure in the piston space (12) is about equal to the converter's internal pressure, the converter bridging clutch (WK) and the primary clutch (PK) are open~~.

31. (NEW) A clutch mechanism for a hydrodynamic converter including a pump (2) and a turbine (3) connected to an input shaft (4) of the converter, the clutch mechanism comprising:

a primary clutch (PK) for selectably connecting the pump (2) to a drive (6) of the converter;

a bridging clutch (WK) for selectably connecting the turbine (3) and the input shaft (4) to the drive (6);

a common piston (8) for actuating both the primary clutch (PK) and the bridging clutch (WK);

the common piston (8) being actuated to movement in one of a first direction and a second direction by a ratio between an internal pressure of the converter and a pressure in a piston space, and

movement of the common piston (8) in the first direction operating to open the primary clutch (PK) and close the bridging clutch (WK) and movement of the common piston (8) in the second direction operating to close the primary clutch (PK) and open the bridging clutch (WK).

32. (NEW) The clutch mechanism for a hydrodynamic converter of claim 31, wherein:

the primary clutch (PK) is resiliently biased toward a closed position by a spring (11) and moved to an open position by operation of the common piston (8).

33. (NEW) The clutch mechanism for a hydrodynamic converter of claim 31, wherein the pump (2) is connected to the outer disk carrier of the primary clutch (PK), the inner disk carrier of the primary clutch (PK) is connected to a web (10), the web (10) is connected to the drive (6), the turbine (3) is connected to the inner disk carrier of the converter bridging clutch (WK), and the drive (6) is connected to the outer disk carrier of the converter bridging clutch (WK) through the web (10).

34. (NEW) The clutch mechanism for a hydrodynamic converter of claim 31, wherein the pump (2) is connected to the inner disk carrier of the primary clutch (PK), the outer disk carrier of the primary clutch (PK) is connected to the drive (6), the turbine (3) is connected to the outer disk carrier of the converter bridging clutch (WK) and the drive (6) is connected to the inner disk carrier of the converter bridging clutch (WK) through a bolted-on disk (13).

35. (NEW) The clutch mechanism for a hydrodynamic converter of claim 31, wherein the pump (2) is connected to the inner disk carrier of the primary clutch (PK), the outer disk carrier of the primary clutch (PK) is connected with the drive (6) through a converter shell, the turbine (3) is connected to the inner disk carrier of the converter bridging clutch (WK) and the drive (6) is connected to the outer disk carrier of the converter bridging clutch (WK) through a web (14).

36. (NEW) The clutch mechanism for a hydrodynamic converter of claim 31, wherein the pump (2) is connected to the outer disk carrier of the primary clutch (PK), the inner disk carrier of the primary clutch (PK) is connected to the drive (6), the turbine (3) is connected to the outer disk carrier of the converter bridging clutch (WK), and the drive (6) is connected to the inner disk carrier of the converter bridging clutch (WK) through a bolted-on disk (13).